DEWAN: You admit that the first section of the road is in good order. In the case of the second section, portions have been metalled; and the Chief Engineer says that the work will be attended to, as funds have been allotted. In regard to the third and fourth sections, I think that the matter requires fuller investigation. Apparently, the road has been metalled only in small portions: and I would require a comprehensive estimate so as to get an idea as to what it is going to cost and what interest it is going to serve. After I get full information in regard to this matter, I shall pass such orders as are considered proper.

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5. Roads and Bridges.

MR. A. J. WRIGHT (*Member, Kannan Devan Planters' Association*) began by acknowledging that the Government were fully aware of the enormous amount of the damage to communications done by the disastrous floods in July last and of the vital importance of unimpeded transport facilities to a planting district, particularly one so isolated as the High Range to which everything in the way of food-stuffs and estate supplies must be brought from outside.

His Association appreciated very fully the measures taken by the Government to restore communications and the work of a more permanent nature in progress now, but represented the urgency of making permanent the improvements, necessarily only temporary, carried out after the monsoon. Bridges, especially those erected since July last over breaches caused by the floods, called for very early attention, as otherwise there would be very grave risk of interrupted communications during the approaching monsoon. He sought an assurance from the Government that the seriousness of the position was realised and that every possible effort would be made to avoid delay.

After the submission of the detailed memorandum of subjects, work had made considerable progress, notably upon the bridges at Periavurai and at the 3rd mile, but much remained to be accomplished in the short period still available. He, therefore, urged the extreme importance of such restoration work.

DEWAN: The Chief Engineer tells me that the Periavurai bridge and the bridge at the 3rd mile of the road have been taken up and that both the works are in progress. An estimate for Rs. 12,000 was sanctioned on the 28th January, 1925, for reconstructing the Periavurai bridge and forming a diversion road. In regard to the bridge or revetment below the Kaniamallai factory, the Subdivision Officer has submitted the necessary estimates and is awaiting orders from the Chief Engineer to start the work. As for bridges between the 9th and the 22nd miles, they will be taken up one by one, after the estimate is sanctioned in each case.

As regards the three revetments on the first mile, the Subdivision Officer has reported that they have already been completed. Of the revetments between the 9th and the 22nd miles, the Subdivision Officer says that most of the important works have already been taken up. The Chief Engineer says that, where the estimates have not been sanctioned, they will be sanctioned without delay and the works will be taken up before the monsoon. The Government are alive to the importance of the works and agree that money should be sanctioned and the works executed as soon as possible.

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6. The Western Outlet Road.

MR. A. J. WRIGHT (*Member, Kannan Devan Planters' Association*) merely wished to ascertain the policy of the Government with regard to the restoration of the wrecked portions of the Western Outlet Road and with regard to the road generally.

DEWAN: I believe that a particular portion of this road, about 15 miles in length, *i. e.*, from the 42nd to the 56th mile, has been practically destroyed by the floods and the portion lower down is being put in order. That work will soon be completed. The question of improving the road beyond the 42nd mile is not quite so

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simple. The member may remember that a proposal to divert this road near the 48th or the 49th mile was mooted by the K. D. H. P. Company some years ago, on the ground that the gradient there was too steep to take motor lorries. I had a talk on this matter with Mr. Pinches when I went to the High Ranges two or three years ago. We then thought that we should wait and see whether the Cochin Harbour Scheme was going to materialise. Now, the Harbour Scheme has been considered to be a success and the work connected with the third stage of the scheme will shortly be commenced. The Madras Government have allotted Rs. 20 lakhs for the expenses in connection with the third stage of the scheme. When the third stage is completed, steamers will come and anchor inside the harbour. I do not know whether there will be a diversion of the present traffic of the produce from the High Ranges when the harbour becomes a reality. It is only a matter of two or three years. When the Cochin Harbour becomes a port at which steamers call regularly, it will be time for the planters to consider whether they should send their tea and rubber to the Cochin Harbour or to Tuticorin for shipment. It will thus be seen that the Cochin Harbour Scheme has a direct and intimate bearing on the question of the restoration of the Western Outlet Road. Therefore, the matter is hardly one which can advantageously be disposed of now.

The restoration of this road is, besides, a matter involving very heavy expenditure. The Chief Engineer has estimated that the reconstruction of this section of 14 miles will cost roughly Rs. 4½ to Rs. 5 lakhs, if it is to be made fit for motor transport. The question, therefore, has to be considered in all its aspects. I think it could best be done at a conference of planters and the Government where some agreement might be come to in regard to the policy to be pursued in respect of this road.

7. Needs of Malayala Brahmin Jenmies.

MR. NARAYANARU KRISHNARU (*Member, Jenmies, Trivandrum Division*) prayed that greater representation be vouchsafed to members of his community on the Legislative Council, the Assembly, the Municipal Councils and other public bodies with which non-officials were associated.

The community required more concessions in the matter of English education. The special school at Kulakkada provided only for instruction up to Form III being availed of without prejudice to their religious ceremonies. The rules regarding attendance, but not marks and progress, should be relaxed as there were instances where they had worked hardship. Without such a concession, the youths of the community could not attend ordinary public schools.

The Kulakkada Special School was not now confined to Malayala Brahmin *jenmies*. Potties were being freely admitted. The special Inspecting officer and the Veda teacher were both Potties. A committee containing representatives of the Malayala Brahmin community should be appointed for the management of the school. A Malayala Brahmin should be appointed as Veda teacher and more satisfactory arrangements made to provide the right kind of religious training.

The departmental management of the boarding house attached to the school had not proved satisfactory. When it was conducted by the Kulakkada Pandarattil, he had to meet the deficit out of his pocket. Only 30 boarders really belonged to the community.

Government had recorded as *poramboke* the sites of temples, *kavus*, etc., even though they happened to be mostly *Devaswomvaka* and *Brahmaswomvaka*. The member could quote a dozen instances of such classification which he strongly deprecated.

DEWAN: One of your requests is that Malayala Brahmin boys may be allowed to put in less attendance in schools for reasons such as those connected with the performance of ceremonies. That is a matter which will have to be referred to the Director of Public Instruction. On receipt of his report, the matter will be decided by the Government.

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